

BUS & COACH BUYER

16 SEPTEMBER 1994 | ISSUE 273

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★ 1990 Volvo B10M/Jonckheere Deauville (low driver position) - 51 reclining seats, plug entrance door, full air conditioning, double glazing, TV/video, Radio, P.A., rear mounted toilet, drinks machine, continental door, courier seat.

★ 1990 Daf 2300SB/ Caetano Algarve - 49 reclining seats, centre toilet, drinks machine, TV/video, plug entrance door, curtains.



★ 1988 Daf MB230/Van Hool Alizee - 46 reclining seats, courier seat, 9 tables, TV/video - 4 monitors, Radio, P.A., plug entrance door, large rear mounted kitchen with microwave, sink, water boiler, fridge, cupboards, centre toilet, carpets throughout, double glazing, curtains, tinted windows, Webasto heater & timer. PRIVATE PLATE (Ex premier league football team coach).

★ 1987 Scania K112/Van Hool Alizee (low driver position) - 51 reclining seats, courier seat, curtains, double glazed, centre toilet, drinks machine, centre continental door, driver's bunk, plug entrance door.

★ 1986 Bova Futura - 49 reclining seats, courier seat, toilet, driver's bunk, drinks machine, fixed foot rests, Radio, P.A.

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Express Travel buyout

London Bus Passengers' Charter

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index

16 SEPTEMBER 1994

EDITORIAL

- 4. INDEX
- 4. NEWS
- 8/9/10/ MCW METRORIDER —
- 11/12. VEHICLE FOCUS
- 12. LETTERS
- 12. AUGUST REGISTRATIONS
- 13/14/ 1995 FORD TRANSIT —
- 15. VEHICLE LAUNCH

ADVERTISERS

- 1. KASSBOHRER
- 2. PLAXTON
- 3. PLAXTON
- 4. RADIOAUTO
- 5. ELECTRONICS
- 5. HOWLETT'S MAZDA
- 5. MARSHALL BUS
- 5. EXPOCOACH 94
- 5. MOSELEY PCV
- 6. VOLVO
- 7. VOLVO
- 8. MELLOR
- 8. COACHCRAFT
- 9. SALVADOR CAETANO
- 10. VALES SALES
- 11. MILTON KEYNES
- 11. ENGINES
- 15. AUTOBUS RAI
- 16/17. CLASSIFIED
- 18/19. CLASSIFIED
- 20/21. CLASSIFIED
- 22/23. CLASSIFIED
- 24. CLASSIFIED
- 25. CLASSIFIED
- 26. CLASSIFIED
- 27. CLASSIFIED
- 28. CLASSIFIED
- 29. CLASSIFIED
- 30. CLASSIFIED
- 31. KIRKBY COACH & BUS
- 31. ASHLEY BANKS
- 32. HUGHES DAF

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Front Cover:

Wealden Beeline's Portsdown bodied Dennis Dart built by WS Coachbuilders

News

Independence for Express Travel

Speke based Express Travel is to begin operating its own network of express coach services from the north west to London from 26 September. Managing director, Ian Hann has acquired 100% of the issued share capital of the company from British Bus. The first independent operation will be the provision of 11 daily services from Manchester and Liverpool to the capital.

The company has a fleet of 35 vehicles, having relinquished the National Express-liners it previously leased. The services will be launched with 13 Van Hool bodied coaches, ten Volvos and three DAFs, equipped with 46 seats, serveries and toilets. The new livery is a base white with a red and blue 'Flying E' insignia. Express Travel claims to aim at hitting established express services and the rail network with high frequency services and affordable fares.

VCS upgrading

The recently refurbished Victoria Coach Station is to undergo further modifications. London Transport is to spend a further £333,000 on upgrading the arrivals area to complement the departures area. The scheme should be completed by Easter 1995 and includes enclosed lounges with seating, a Bureau de Change, refreshments, an hotel and accommodation bureau and computerised information giving coach arrival times.

Ageing UK bus fleets

The Society of Motor Manufacturers and Traders claims that of Britain's 74,478 buses and coaches on the road at the end of 1993, 58.48% were over ten years old. The annual Motoparc census covers single and double deckers with over 17 seats and reveals that the number of vehicles in this category rose by only 0.2%. Of this figure single deckers increased by 2.3% while double decker numbers declined by 4.1%.

SMMT claims the ageing profile is highlighted against comparison with 1982 figures where just 40% of these

vehicles were over 10 years old. Last year only 12% of buses and coaches were under three years old and in 1982 the figure was 19%. SMMT warned in 1993 that only 21% of Britain's buses would meet minimum EC emissions standards by the year 2000 unless old vehicles were scrapped faster. They called for fiscal incentives to accelerate bus replacement through full tax relief on new vehicle purchases. It was also suggested that 10.0% of the purchase price should be paid in the form of an environmental allowance.

Barnardo's Spare-a-Fare appeal

A total of 74 bus companies are assisting in the Barnardo's Spare a Fare appeal which is being launched by Paul Daniels and Debbie McGee at the London Transport Museum on 5 October. Those involved will be placing 'bus-

shaped' collecting boxes close to the driver for spare fares or donations from passengers. In London, volunteers will use buckets to collect donations at major bus stations and terminals. The appeal runs for three days.

Transit Holdings awarded BS 5750

Exeter based Transit Holdings has been awarded registration to BS 5750. Group chairman, Harry Blundred said, 'This achievement underlines publicly our total commitment to improve further the standard of our services. It demonstrates that we are laying the firm foundations for our operating companies to pursue total quality in their own right. This is obviously vital for the first class level of customer service we strive to maintain. We must ensure our services continue to be second to none.'

Passenger charter

Transport Secretary Brian Mawhinney has launched the London Bus Passenger's Charter, the 40th under the Prime Minister's Citizen's Charter initiative. The charter aims to provide tough quality of service targets designed to improve upon the level performance attained over the last five years. It also aims to gain funding for bus priority measures and to press for electronic ticketing and electronic travel information at bus stops.

School bus guidelines

Steven Norris, Minister for Road Safety, has unveiled draft regulations which will require all buses carrying schoolchildren to and from school to display distinctive reflective yellow signs. The internationally recognised symbol of two silhouetted children would be displayed on the front and rear of the bus. Although it would not be mandatory until 1 April 1995, operators will be allowed to display the signs from 1 October. The proposals will also allow buses to use hazard warning lights while children are boarding or alighting.

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**1986 DAF DKFL JONCKHEERE
JUBILEE P50 12M**

49 recliners, brown moquette, rear O/S
sunken toilet, continental door, double
glazed tinted side windows with pull-down
blinds, drinks machine, courier seat, power
entrance door, finished all white.

M.O.T. AUGUST 1995

**1990 (August) MAN 10.180
CAETANO ALGARVE**

32 seats, grey/red/gold moquette, rear floor
mounted toilet at O/S, continental door,
tinted side windows, curtains, courier seat,
wired TV/video, finished metallic blue,.

M.O.T. AUGUST 1995

NEW NEW NEW NEW

**TOYOTA
OPTIMO III**

21 fixed seats.

IMMEDIATE AVAILABILITY

**1990 (October) TOYOTA
CAETANO OPTIMO**

18 recliners, grey/red moquette, courier
seat, curtains, power operated entrance
door, finished all white.

M.O.T. AUGUST 1995

**1981 (September) LEYLAND TIGER
218 PLAXTON SUPREME IV 12M**

57 seats, Autumn moquette, power
entrance door, finished all white.

M.O.T. NOVEMBER 1994

**1981 (September) BEDFORD YNT
PLAXTON SUPREME IV EXPRESS**

53 Seats, red moquette, finished
cream/red.

M.O.T. AUGUST 1995

**1989 (September) LAG
PANORAMIC INTEGRAL 12M**

DAF powered, 49 recliners, grey/red/black
moquette, centre sunken toilet, continental
door, courier seat, double glazed tinted side
windows, curtains, water boiler, fridge,
TELMA retarder, wired TV/video, finished
white.

M.O.T. MARCH 1995

**1990 VOLVO B10M PLAXTON
PARAMOUNT 3500 12M**

48 recliners grey/red/orange moquette, O/S
rear sunken toilet, continental door, courier
seat, fridge, double glazed tinted side
windows, full draw curtains, TELMA
retarder, AIR CONDITIONING, power
entrance door, finished white/blue/purple.

M.O.T. MARCH 1995

NEW NEW NEW NEW

**TOYOTA
OPTIMO III**

18 reclining seats.

IMMEDIATE AVAILABILITY

**1979 BEDFORD YMT DUPE
DOMINANT II**

53 seats, brown/orange moquette, power
entrance door, finished white.

M.O.T. AUGUST 1995

**1985 (October) BEDFORD YMP5
PLAXTON PARAMOUNT 3200**

33 seats, brown/orange moquette, courier
seat, tinted side windows, curtains, power
operated entrance door, finished
white/grey.

M.O.T. SEPTEMBER 1995

NEW NEW NEW NEW

**BOVA FUTURA
"CLUB"**

**FLD 12.270 INTEGRAL 12M
53 recliners, finished all white.**

IMMEDIATE AVAILABILITY



**1988 (September) MERCEDES
609D REEVE BURGESS**

23 coach seats, grey/red moquette, tinted
side windows, Bristol Dome, large rear
luggage boot, finished white/red/blue.

M.O.T. SEPTEMBER 1995

**1989 VOLVO B10M PLAXTON
PARAMOUNT 3200 12M**

53 recliners, red/grey moquette, tinted side
windows, curtains, power entrance door,
finished all cream.

M.O.T. JANUARY 1995

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Volvo News

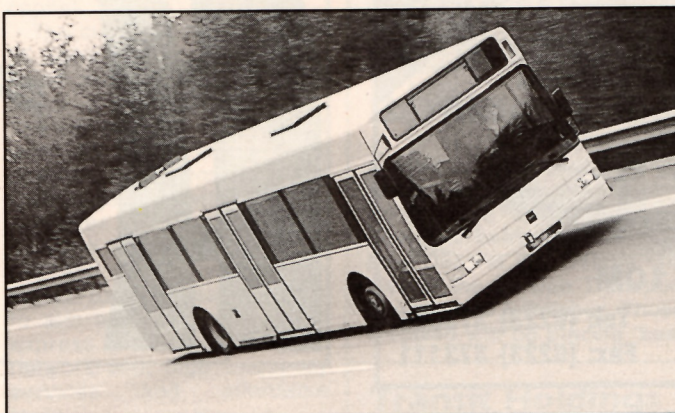
First Sales For Volvo B10L

Many leading operators showed keen interest in the ultra low floor Volvo B10L when it was launched earlier this year. Volume production is now starting at the Borås plant, Sweden, and the first orders have been placed by continental and British customers.

The rapidly expanding GRT Bus Group has a policy of ordering buses with high quality body specification. Moir Lockhead, Executive Chairman, explained the reasons for buying B10L: "This is an important part of our policy of upgrading public transport. The Volvo B10L looks very good and we like the concept. Our engineers are very impressed with the structural methods. It will give all the benefits we want for the customer, and the long life durability we want operationally."

"We are excited about the trial in Northampton. It is our first move into low floor buses. The Council is very keen on more accessible buses and we are keen to demonstrate that Northampton is important to us. I am confident that B10L will go very well, in a fleet which is already strongly Volvo."

GRT's three B10L's will have bodywork built by Alexander to Volvo's AS2000 system, developed in Sweden. They are expected to enter service in



A B10L prototype undergoing proving trials at Volvo's Hallerad test centre.

Northampton next summer.

One of the main attractions of B10L is the high degree of parts commonality with other vehicles in the Volvo range. One of the few unique assemblies is the independent front suspension which contributes very substantially to driver and passenger comfort. This was developed by the Volvo Bus Engineering team at Leyland. Jim McKnight explained the background to the new suspension.

"Comments have been made that this is a development of the Titan suspension system, but that is not quite right. It is much more simple. When we started, we went out, looked at Titans and found that the ride and handling was still excellent, after fifteen years hard use. Since that time, the mid 1970's, there has been a lot of technical development.

"The B10L system has a

kingpost with an air bag on top and is controlled by two unequal triangular wishbones, with a damper in the middle. We use an electronic levelling system, which has sensors in each wheel. It is very responsive, keeping the bus level when cornering, and using very little air. That helps to reduce wear on the compressor - one of the hardest working components on a city bus.

"We also use structural wheelarches, which, combined with front disc brakes, gives us a 950mm wide throat between the front wheels, at a height of 340mm above the ground. The suspension also has lifting and kneeling capabilities. It can kneel to the front or right along the kerb side on the two door variant."

Some of the other advanced features of B10L will be discussed in future issues.

European Strength

The sales turnover of Volvo Bus Corporation has made remarkable progress in the last two years. There was a 23% increase in 1993 over 1992. In a falling European market last year, Volvo increased its share in several leading markets as well as in west Europe as whole.

National Light Cluster

Volvo Bus Aftermarket is committed to supporting old models, years after the end of production. This can create challenges, for instance, when suppliers cease to exist. A recent example is the re-engineering of the National rear light cluster. A new rear light cluster is available through the Dealer network.

Sitting Pretty

Following the appointment of Yeates as the Vogel importer for the UK and Eire, a full range of seats is on display at Loughborough. Vogel seats are fitted as standard in all Jonckheere coachwork. The B10L running in Sheffield with Mainline features Vogel cantilevered seats which are suspended from the strong roof framework.

Yeates are developing innovative marketing plans to offer Vogel seats in used coaches on a trade-in/finance package.

Volvo News

Volvo Buys Drögmöller

Volvo Bus Corporation has bought the prestigious German coach manufacturer, Drögmöller, based in Heilbronn, just north of Stuttgart. Drögmöller is 75 years old next year and is famous for the quality of its coachwork. It is tailor made to the customer's requirements in a country where most competitors are highly standardised.

For several years, the model range has included the option of a gradually ramped floor, with theatre style coach seating. Drögmöller also builds super high single deck coaches, with the option of the driving compartment below the main deck, and double deck coaches.

Commenting on the acquisition, Björn Larsson, President of Volvo Bus Corporation said: "We have been working with Drögmöller on the B12, which we are convinced will be a big hit in Germany. The acquisition represents a further development of the newly established co-operation between Volvo and Drögmöller which involved product development and the marketing of complete coaches.

"We also own 70% of the Austrian bus manufacturer, Steyr, who are selling interurban coachwork on the B10B and bodying the ultra low floor B10L. This means that Volvo, together with Drögmöller and Steyr, can



The new Volvo B12/500 bodied by Drögmöller.

now offer Germany and nearby countries a complete product range with a high German content".

The B12 Drögmöller in its

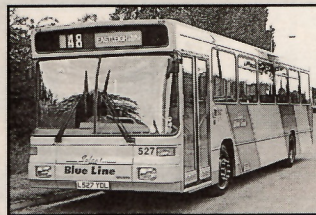
current form would not be suitable for the UK, because of our unnecessarily restrictive axle loadings, unless it came in three axle form.

B10B Covers the Country

Since taking over from the Leyland Lynx, the Volvo B10B has been bought by customers the length and breadth of Britain. Bill Russell recently reviewed the sales performance. "We first registered a B10B in January 1993 and since then we have gained on average a new customer every month, and that is with the diminishing customer base being caused by all the acquisitions.

"You can now find B10B's in service from the Tay to the Solent. Along with its mid engined sister, the bus version of the B10M, the 'twins' continue to take the leading position in the conventional heavy duty sector vacated by the Lynx. Part of the reason, I am sure, is the local support from the very strong nationwide network of Aftermarket Dealers."

West Midlands Travel recently took delivery of six B10B's with



One of four Alexander Strider bodied B10B's delivered to Solent Blue Line.

Alexander Strider bodies, the first buses bought since the Employee Buy-Out three years ago. They mark the start of a fleet modernisation programme which will see up to 150 buses bought in the next three years.

Speaking of the purchase, Don Colston, Group Executive Chairman of West Midlands Travel said; "We are now introducing the latest generation buses which more than meet current low exhaust emission regulations, comply with DPTAC standards to make bus travel more attractive to the elderly and the infirm and provide improved ride, comfort and performance both for our current passengers and to entice travellers from their cars onto buses. They are being evaluated before West Midlands starts a fleet replacement programme of 150 buses".



Steve Hall's New Post

Steve Hall has been appointed Customer Liaison Manager at Volvo Bus, assisting Ian Downie, Sales Administration Manager. Steve has the task of ensuring that customer orders are totally managed in a smooth seamless sequence. Once the sales staff have taken an order, Steve will take responsibility for confirming the specification, working with bodybuilders and finance companies, right through to issuing the V55 registration form at the time of delivery. This will allow the sales managers to concentrate on customers, not paperwork, and also benefit bodybuilders and equipment suppliers, Steve having the whole programme at his finger tips.

Steve previously worked for Jaguar and Massey Ferguson on production and material control. He joined the Volvo Bus parts organisation five years ago. He says: "My experience has always been about getting the right thing to the right place at the right time. I am looking forward to the new job very much. I learned about the pressures on customers when working in Parts and I can also stand pressure - I'm a Coventry City fan!"

Vehicle Focus

MCW Metrorider

Dogged by early problems, how has this purpose-built minibus fared in service?

The Metrorider was a child of bus deregulation. Launched at the 1986 Motor Show on the eve of the biggest upheaval of the postwar British bus industry, it was a mainstream manufacturer's first attempt to build a heavy duty long-life minibus. Metro-Cammell Weymann had attracted a small base of big fleet customers for its Metrobus double-decker over the previous eight years and was in the coach market with its Metroliner single and double-deckers. This Birmingham-based business was riding high and around this time its owner, the Laird Group, was bidding unsuccessfully to buy Leyland Bus.

With the industry seemingly turning its back on big buses and just starting to identify the shortcomings of small van-based minibuses, MCW seemed to have the bus of the moment. Like the Volkswagen-based CityPacer launched a few months earlier by Optare, this was designed as a bus from the start, but with even fewer compromises. It was fully integral, with a steel box section structure incorporating GKN axles (3.3 tonnes at the front, 5.5 tonnes at the back), ZF power steering, Girling air-over-



One of two launch vehicles unveiled at the 1986 Motor Show in Birmingham was this short wheelbase model for West Midlands Travel. The other was in the colours of Midland Bluebird.

hydraulic brakes with a spring parking brake, 24V electrics and generally proven heavy duty driveline components.

Four engines were offered. From Cummins, it could have the B-Series in either 3.9-litre, 110bhp four-cylinder turbo-charged (4BT) or 5.9-litre, 115bhp, six-cylinder naturally aspirated (6B) versions; from Perkins, it came with the Phaser in either four-litre, 106bhp, four-cylinder turbo-charged or six-litre, 120bhp, six-cylinder naturally aspirated versions. Standard gearbox was the ZF S5-35

five-speed synchromesh, but Allison AT545 and Chrysler automatics were also offered.

Side windows and steel side panels were bonded to improve structural integrity and appearance, the roof was aluminium and the parts thought to be at most risk of traffic damage - the skirt panels and front and rear sections - were made in glass reinforced plastic.

Initially, it was built only as a 7 metre, 2.2 metre wide 25-seater, but an 8.4 metre 33-seater soon followed with a choice of 2.2 metre or 2.4 me-

tre widths. The wide-bodied version also formed the basis of a short-lived 29-seat coach, a few of which were exported to Europe for sale by Bova. The 33-seater was additionally offered with turbo-charged six-cylinder engines - a 144bhp Cummins or 143bhp Perkins.

Keen pricing and the promise of an eight-to-ten-year life helped it make its mark from the start. It had attracted the first 125 orders before the 1986 Show when prototypes for West Midlands Travel and Midland Scottish were exhibited. Both bought more and over 600 had been built by the end of 1987, many for big fleet customers including the National Bus Company which took 82 as part of its final intake of new vehicles. Small operators' needs were met by Stuart Johnson, then MCW's dealer.

Significantly, the market had its own idea about Metrorider specification and the Cummins 6B/Allison AT545 combination accounted for 85% of the first year's production, despite both units only being listed as options. That proportion grew as orders were placed for over 300 more, but MCW was losing money and the business was

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Vehicle Focus



Blackburn purchased both Perkins and Cummins engined examples and both long and short wheelbase models, finding them extremely reliable in service.

put up for sale at the end of 1988. By the following summer, Optare was buying up the rights to build its products, starting with the Metro-rider and the transfer of production to Leeds marked a sea change in how this product would be built and sold.

Build quality and profit became more important than volume sales, so Optare took four years to build the next 500. The coach was dropped, production of the wide-bodied bus was suspended for a couple of years and the driveline was confined to the Cummins/Allison combination. Reports of corrosion problems were addressed by treating the steel structure in Mebon and by paying special attention to allegedly weak areas; the stretched steel side panels were replaced by shorter aluminium panels and bonded glazing was replaced by more popular gasket windows.

But notwithstanding those early problems, the Metro-rider is very much alive and kicking with many early models still running for their original owners. Most others have been snapped up on the

secondhand market by avid collectors of the type and West Midlands Travel, having less need of mini and midibuses these days, hires its spare buses out on a regular and sometimes long term basis.

So, as it approaches its eighth birthday and the end of its advertised design life, how good is an MCW-built Metro-rider? Is it truly the long-life minibus its designers intended it to be and is it worth buying secondhand? We've been talking to a range of operators to assess how it performs in the streets and how much attention it needs in the workshop. In most of the fleets we talked to, it is passing both tests with flying colours.

Kentish Bus runs MCW and Optare Metroriders and general manager Brian Hirst describes both as "a very tried and reliable product". "Of all the minibuses available, if someone was thinking of buying secondhand, I'd recommend that they go and buy a Metrorider. It's a long-life vehicle. They just keep going."

"The earlier ones had to go through a reworking process



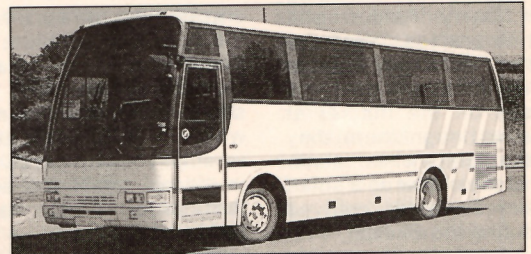
Wilts and Dorset has been an enthusiastic Metrorider customer, both new and secondhand. This one originated with Yorkshire Rider.

Salvador Cuatuno

NEW COACHES



DENNIS JAVELIN — ALGARVE II, 3.35 metre, 53/57 seats, courier seat, power door, Blaupunkt Audio, double glazed.....**Immediate Delivery**



VOLVO B6 — ALGARVE II, 35 recliners, double glazed, continental door, Blaupunkt Audio.....**Immediate Delivery**



TOYOTA — OPTIMO III, 21 seat GL.....**Early Delivery**



TOYOTA — CAETANO LUX-ACE, 11 seats.....**Early Delivery**

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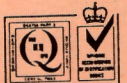
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The year quoted denotes the date of first registration, not necessarily the year of manufacture.

Vehicle Focus

to give them underbody treatment, but that was being progressed with MCW at the time Optare took over production and Optare continued with that programme. We have found that it has worked well."

Blackburn Borough Transport was one of the minority which took Perkins-engined Metroriders. Apart from four stock models bought from Stuart Johnson, it specified six-cylinder Phasers. It started with 15 23-seaters in 1986 and 11 33-seaters in 1987 and although some have lately been sold, managing director Barry Ashton still sings their praises. "We have found them extremely reliable in service. Of all the mini and midibuses on the market at the time we bought them, they were the only ones constructed at the outset as a small psv. They have far outlived vehicles like the Sherpa."

That said, the early models suffered from inadequate braking on intensive town services, there were some corrosion problems and the 33-seaters suffered subframe



Darlington has acquired ten secondhand Metroriders from London Transport to join some long wheelbase models which were bought new.

cracks. "I'm not sure whether the corrosion problem was a manufacturer or materials fault. Some say MCW bought steel stocks which tarnished when it was installed. Like any vehicle, you will get corrosion in places, but if you address the problem it can be tackled."

Blackburn secured satisfactory compensation terms with Laird and says all of the original design weaknesses have been rectified.

Strathclyde Buses runs

over 120 short and long wheelbase MCW Metroriders in its main fleet and with its GCT subsidiary, mostly on intensive routes in Glasgow where some have clocked up over 350,000 miles. Some have been bought secondhand. Metroriders have replaced double-deckers and a selection of van-derived minibuses. Chief engineer John Hodson says they run seven days a week, seldom suffer roadside breakdowns and, following modifications learned

by operating experience, are set to exceed MCW's promises on life expectation.

"We'd expect to get upwards of 10 years from them. They give very good performance and are very driver friendly."

Strathclyde's main problems were with axles, brakes and corrosion. John Hodson says disc brakes work better than drums and fitting a Telma retarder is well worth the expense. "With drums, our experience was that brake performance wasn't satisfactory on fairly heavy urban utilisation of 50,000 miles a year. We experienced premature wear and brake grab and judder."

"From lack of attention to paint protection, the chassis frame is prone to corrosion and we believe that the only solution is to cut out and replace the corroded parts. Then we inject the tubular section replacements with Dinol protection. This problem has tended to affect a batch of the MCW vehicles. All of our own vehicles were affected, but others that we've bought have not had the same corrosion present. But we endo-



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VOLVOS

1988 E VOLVO B10M PLAXTON PARAMOUNT 3500, 49 recliners, courier, rear demount sunken toilet, fridge, drinks, radio/PA, aircraft lockers
Choice of 2 £67,500

1987 D VOLVO B10M CAETANO ALGARVE, 50/53 reclining seats, courier seat, rear demount toilet, radio/PA, alloys, TV, drinks £45,000

1986 PP VOLVO B10M JONCKHEERE JUBILEE P599, 49 reclining seats, courier, rear sunken toilet, Sutrak air conditioning, alloys, Telma, splitter, radio/PA, TV, drinks, new test, white, excellent £52,500

1984 PP VOLVO B10M JONCKHEERE JUBILEE 599, 49 reclining seats, courier, rear sunken toilet, d/glazed, Telma, Webasto, boiler, bunk £37,500

OTHERS

1989 (G) LEYLAND SWIFT REEVE BURGESS HARRIER BUS, express doors, auto, 41 bus seats, Webasto, side lockers, 58,000k from new ... £35,000

1989 LAG PANORAMIC INTEGRAL, rear engine DAF 11.6 litre, 49 Vogel reclining seats + courier. Centre sunken toilet, drivers bunk, d/glazed, Webasto, Telma, 2 TVs, video, boiler, new test. Choice of two £66,500

1986 MERCEDES 608D, Ensor 21 seater minibus, coach seats, radio £7,500

1986 LEYLAND TIGER 245 PLAXTON PARAMOUNT 3200, 50 reclining seats, courier seat, double glazed, Telma POD, new test, mint £42,500

1985 PP MAN WHIPPET, 27 seater, courier, p/door £12,500

1985 MERCEDES 608D, Reeve Burgess, 19 seater, clean £6,500

1985 BOVA FUTURA, 49 reclining seats, courier seat, centre sunken toilet, d/glazed, radio/PA/cassette, drinks, tested May 95 £38,500

1983 NEOPLAN CLUBLINER, Merc V8, recent engine, 60 reclining seats, tables, toilet, fridge, servery, Voith retarder, radio/PA, 3 TVs, new test £28,750

1983 (PP) MERCEDES 0303, 53 seater + courier. Webasto, radio/PA cassette, full air con, immaculate £36,000

1978 (S) BEDFORD YMT PLAXTON SUPREME III, 53 seater £3,250

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Vehicle Focus

scope the chassis frame and can detect the problem."

Indeed, Strathclyde offers this service commercially to other Metrorider owners. "We can turn a vehicle round in 15 man days and provide it with a new chassis frame which will give it another seven or eight years' life which is a viable alternative to scrapping." Subframe structural problems were rectified by MCW.

The 10HA axles fitted in the 25-seaters have been replaced by the heavy duty 18HA unit from the longer models to eliminate a premature failure rate on the smaller buses. According to John Hodson, one other fairly insignificant problem with MCW-built models was the need to change headlamp bulbs from inside rather than outside. Optare tackled this when it took over and Strathclyde is modifying its own fleet.

Darlington Transport is another secondhand buyer. It already had a couple of small batches of long wheelbase models and needed small



Among the fleets which have hired some of West Midlands Travel's surplus Metroriders is Viscount, the Peterborough based subsidiary of the CHL Group.



Strathclyde Buses experienced problems with axles, brakes and corrosion but has overcome these difficulties. It now offers to fit new chassis frames for other operators experiencing corrosion problems.

buses this year to combat competition in the town on an equal basis. It has bought 10 25-seaters from London Buses and is interested in more to replace 22-year-old Fleetline single-deckers.

Joint managing director Steve Lockwood says that, aside from replacing a Cummins engine in a 1988 bus, its original batch has performed well. "We had to look at the water ingress and corrosion problem when it arose, but our experience has not been bad. We inspect every bus we get from London very carefully before putting it into service."

In Essex, West's Coaches of Woodford Green is equally enthusiastic. It bought nine new Cummins/Allison 23-seaters five years ago and general manager Bob West is unstinting in his praise. "We have worked them on very hard bus work for the whole of that time. We would have to sell them if we lost the bus routes on which they run, but we wouldn't hesitate to buy more secondhand if we needed to."

"We bought them for a specific purpose. We wanted a

purpose-built heavyweight. Nothing else was available at the time and it has turned out to be just that."

Possibly because they are later MCW models, his have shown none of the subframe problems experienced by others. "I've heard a few horror stories, but they've probably been blown out of proportion. I've had one or two major accidents with mine. We've cut away the metalwork and we've not found anything. And ours were bought over a period. They're not consecutive ones."

He says the structure is very sound. "It's built like a tank. One of ours was in a side-on collision with a lorry. It knocked the windscreen out of the Metrorider, but wrote off the lorry." Like others, he says parts back-up is good. "Optare stocks virtually everything and we've been able to get parts from lots of other people like Bus Bits & More."

To meet tougher Diptac requirements on Essex County Council contracts, he is spending over £2,000 a bus upgrading all nine with Optare



A short wheelbase South London vehicle in service in Croydon.

kits which include larger destination boxes. "We will get at least another four or five years out of them. We work double-shifts with them and we're looking for 10 years' life. All in all, our passengers like them and they're very reliable. I'm really glad we paid extra for something very much better than a van conversion."

About the only lasting dissatisfaction was expressed by Colin Robinson of Robinson's of Kimbolton, Cambridgeshire. That was with a Metrorider coach and he is prepared to believe his problems were down to this being a very early coach model. "MCW's people were not really coach people at that time. Ours was basically a bus. The ventilation wasn't very good and, among the other teething problems, it did have a Yale lock on the back door, but no lock on the entrance door, so it was easy to break into it."



Bob West of West's Coaches of Woodford Green has experienced no structural problems with his later Metroriders and finds no difficulty in obtaining parts.



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Vehicle Focus



Optare acquired the rights to the Metrorider following the collapse of MCW and introduced a new version which answered most of the criticisms of the MCW product. A further improved, or evolved, version was launched a year ago.

It had a Cummins 6B engine and a five-speed ZF synchromesh gearbox which, he says, had less than ideal gear ratios. "It was very highly geared. Fifth gear was very high and we had to race it up in fourth. We felt we had to change down on country roads. In some respects, it was very good, but it was a bit noisy and more like a service bus than a coach. It rode very well on motorways."

Colin Robinson sold it a couple of years ago to an operator with more experience of Metroriders and



Dunn Line of Nottingham has run both manual coach and automatic bus Metroriders.

didn't clock up very high mileage while he had it, but he says he would consider a later model if the need arose for one.

"We did have the frame corrosion problem," he recalls. "When it was checked, ours was full of water and we had to have it treated because we normally keep our vehicles for a long time and we were worried that it might disintegrate. We also had a problem with the clutch showering abrasives on the starter motor and had to fit a new clutch; and we also had a problem with the alternator mounting chewing

up belts because MCW had modified the Cummins engine and the pulleys didn't line up."

Dunn-Line Travel of Nottingham has run automatic bus and synchromesh coach versions with Cummins engines and, although all have now been sold, it has had no cause for major complaint. "We operated one for seven years on intensive city bus work and have only just sold it," says managing director Bob Dunn. OptareUs parts back-up has been good and problems have been cured along the way.

"We had a few problems

with discs on the coach and the only serious problem we had was with the back end cracking in front of the boot. MCW modified it and we certainly can't complain about body quality. Miles per gallon has been a bit disappointing, but I suppose we expect miracles with small buses. We were getting about 16mpg."

Overall, the MCW Metrorider seems to have been a bigger problem to its manufacturer than its operators. Clearly, if you're thinking of buying one secondhand, you need to survey the subframes for corrosion and possible cracking, but these faults can be corrected. It may well pay you to upgrade the brakes and axles, but otherwise expect a robust structure with equally robust driveline components slung inside. There is nothing to suggest that it is anything other than a long life bus.

**BY
ALAN
MILLAR**

Letter

APPLEGATES SUPREME COACHES
(Proprietor — E. F. Applegate)

Dear Mr Editor,

In putting his finger firmly on the button and so graphically describing the self-inflicted ills which beset our Industry today, Ron Whittle (letter 19.8.94) warns us all of the one and only outcome which will befall operators through our present 'dog-eat-dog' pricing policy. The consumers may think that in driving hard bargains, they make clever deals at our expense but it will be only a matter of time before they are complaining about lack of competitive choice and/or inadequate investment. Let us make this clear!

A maxim well known to our colleagues in other commercial environments is 'Turnover is Vanity, Profits are Sanity.' Coach operators have allowed themselves to be so distanced from that by the unacceptable side of market forces, that only vital wisdom and courage can restore commonsense before it is too late. Wisdom in costing comprehensively, courage in pricing realistically.

By all means let us compete, but on Quality and Delivery of Service against the background of a fair price asked for a fair price paid. In fact, with consumers now in a demonstrably buoyant post-recessionary mood, we may well be pleasantly surprised and realise that the fear of our taking Ron Whittle's advice to heart is worse than the action itself. Thanks, Ron, for your timely thoughts!

Yours faithfully,

E. Frank Applegate,
Proprietor,

Applegates Supreme Coaches,
Berkeley,
Gloucestershire.

Registrations

SMMT FIGURES

AUGUST REGISTRATIONS

BUSES & COACHES

Manufacturer	AUGUST 94	AUGUST 93	YEAR TO DATE 94	YEAR TO DATE 93
BOVA	3	0	50	14
DAF BUS	20	15	76	172
DENNIS	63	34	561	386
IVECO	1	0	2	0
MAN	4	3	30	50
MERCEDES	0	5	2	15
OPTARE	8	6	97	76
RENAULT	0	0	1	20
SCANIA	15	8	126	102
VOLVO	88	119	822	638
OTHER BRITISH	2	3	22	28
OTHER IMPORTS	15	14	121	81
TOTAL BRITISH	123	73	1077	623
TOTAL IMPORTS	96	134	833	959
GRAND TOTAL	219	207	1910	1582

Vehicle Launch

1995 FORD TRANSIT

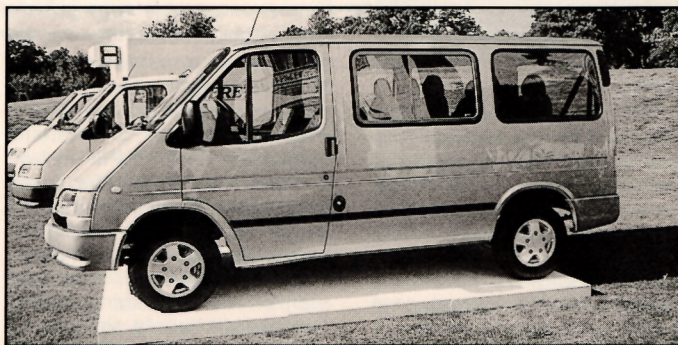
Thirty years after the revolutionary Ford Transit was launched into the light commercial vehicle market, the model still commands over 40% of sales and it has proved to be reliable workhorse on which many businesses rely. Since the 2.5 litre direct injection diesel engine was developed and installed in Transits, the vehicle has won the acclaim of minibus and minicoach operators, most of whom find little to criticise about it other than the engine noise.

The new 1995 model Transits, heralded by the production of the three millionth at Ford's Southampton plant, have been thoroughly revised and address the areas once criticised. The new range, substantially reduced last year from 67 models to just 25, comprises vans and chassis cowlings powered by a new 2.0 litre DOHC 115PS petrol engine or naturally aspirated and turbocharged versions of the 2.5Di diesel with horsepower ratings of 70PS, 76PS, 85PS and 100PS.

Long wheelbase versions of the Transit 190 will carry platings up to 4.0 tonnes and although automatic transmission is optional on most models, the 100PS is available only with the standard five speed manual gearbox. Air suspension will also be an option when the new models enter production.

Most minibus converters will be relieved to find that Ford has not followed the new trend of curving the side panels or introducing stiffening ripples along the length of the van. This means their work is made much simpler and expensive curved windows will not be necessary to mate with cut-outs in the sidewalls.

A new frontal styling allied to the appearance of the Escort and Mondeo cars ensures that the new Transit is instantly recognisable and the large bonnet gives good access to the engine compartment. Large rear view mirrors are heated and electrically adjustable on some models. Below the main mirror, contained in the same housing, is



The 1995 Ford Transit goes on sale during September. The Tournedo factory built minibus, with up to nine seats, is just one of 25 variants in the new range.

a convex mirror strip which acts as a blind spot eliminator which is very useful in heavy traffic or on motorways.

Driver comfort

Sitting behind the wheel of a new Transit immediately shouts 'refinement' to the driver. New seating for the driver and the crew is cloth covered with a moquette-style material on the face of the seat and back. All have anti-submarining pans to help prevent passengers sliding forward in the event of an accident. The driver's seat benefits from the addition of inflatable lumbar support as well as the traditional height, distance and reclining features.

The new dashboard fascia is very closely modelled on the Mondeo's fascia and incorporates the same instruments which are well positioned and easy to read. A tachometer is included in the

turbocharged diesel models and this is marked with a green band to enable drivers to gain the maximum economy from the engine.

Cockpit safety is enhanced by the provision of a driver's air-bag, with the same feature available as an option for the passenger nearest the door for a £150 charge. The centre passenger is not forgotten despite no air-bag availability, and instead of the traditional lap belt restraint an integral three point belt with pretensioner and grabber, identical to the driver's and outer passenger's seat belts has been provided. Ford has placed considerable time and resources into developing this feature and it has been fully tested and approved by the EC.

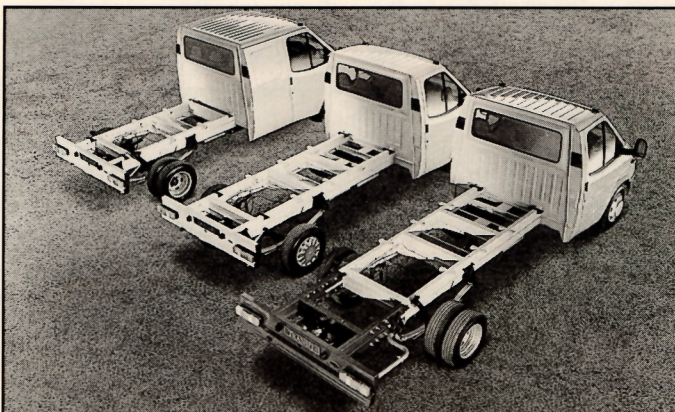
The innovative three point belt on a centre seat is an 'industry first' for Ford. The company claims it carried on with

development of the system long after it had been discarded by some competitors as being 'an impossible task'. Naturally, Ford are very proud of their achievement, and justifiably so, as they did not resort to the easy option of attaching standard systems to a bulkhead behind the seats. The company recognised that while commercial delivery vehicles may not have objected to such a solution, it would not have been suitable for the minibus or minicoach applications for which the Transit is expected to sell.

While the dashboard is an aesthetically pleasing feature, it does not bear a great deal of relevance in bus terms, particularly where a simple binacle is likely to be a cheaper option. But, hidden behind the moulding is a new acoustic shielding which is part of a noise reduction package that represents one of the most impressive refinements made to the new model. From the second the engine starts it is perfectly clear that there is a dramatic difference between the older models and the new ones.

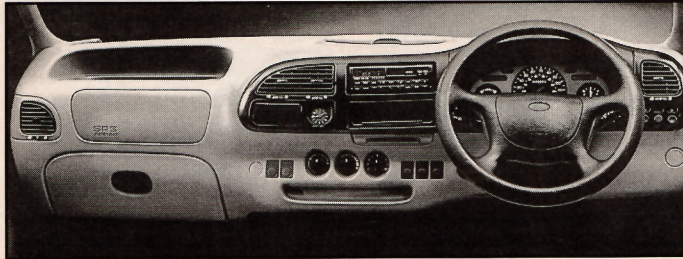
Ford has installed the engine on hydraulic mountings to reduce vibration and made use of tuned dynamic mass dampers which reduce 'boom'. Combining these modifications with some new materials plus the revisions made within the engine itself has resulted in a 70% reduction in noise at the driver's ear level. Consequently the new Transit is now one of the quietest diesel engined commercials on the market, making it more suitable for minicoach operation than before.

Vision through the front and side windows offers a generous periphery with little intrusion from forward pillars. The screen can also be electrically heated for quicker defrosting on cold mornings. Rotary climate controls with illuminated backing are also part of the new dashboard layout and up-rated heating systems are available for larger vehicles, as are air conditioning systems which can be installed in both the front or rear



The new range of Transit chassis cowlings. Prices are roughly £19,200 and £19,300 for 85 PS and 100 PS examples. Prices include VAT.

Vehicle Launch



The Transit's dashboard is almost identical to the Mondeo's — using common instruments.

saloon on the new factory built Tourneo eight and nine seater minibuses.

Electric window controls are available on some models and, to increase the car-like feel of the interior, the door panels are fully covered with a moulded sheet which incorporates a large pocket at the



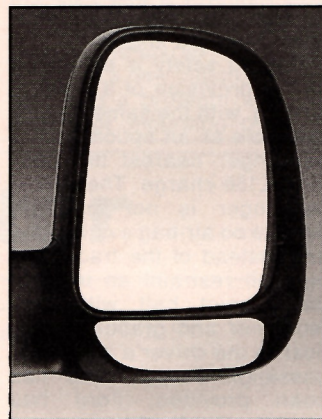
The car-like interior offers a very high level of comfort. Note the inflatable lumbar support on the driver's seat. There are air-bags for driver and passenger protection.

base, pods for loudspeakers and a specially formed capping that acts as a comfortable arm rest. Other dashboard features include a spring-loaded document/docket holder, pen tray and a pull-out cup holder. Each model is supplied with a standard Ford in-car entertainment package which allows the simple installation of any of the Ford range of radios, radio/cassettes or CD players.

The range of engines has been worked on to give greater economy as well as meeting necessary emission requirements. The 2.0 litre petrol engine, which is built at Dagenham, is completely new and has been designed specifically to run on unleaded fuel and to employ a catalytic converter. It is the most powerful of the Transit's engine options, developing some

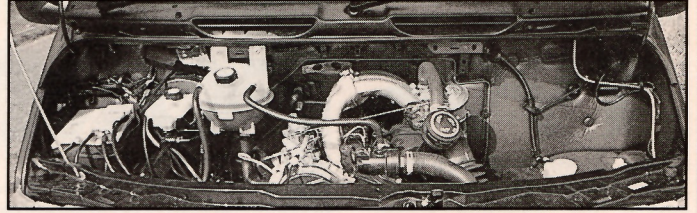
115PS, but demand for such models is falling and the type may not get through a future revision of the vehicle range. Some 90% of all Transit sales are now equipped with diesel engines.

All the engines now have service periods extended to 10,000 miles which is claimed to reduce the running costs and keep the vehicle on the road. Ford say the Transit now offers 20% reductions in operating costs compared with its nearest rivals.



The new mirrors can be electrically heated and remotely adjustable. The blind-spot eliminator is a very useful feature.

Changes to the 2.5Di engines include new multi-point injection systems on the naturally aspirated engines with the smaller 70PS version



Engine access is very good thanks to the large bonnet and a relatively uncluttered engine compartment.

meeting the strictest emission controls and even further reduced levels on the 76PS when fitted with a catalytic converter. The 85PS turbo-charged engine benefits from an Exhaust Gas Recirculation cooler which cuts emission below the 1995 EEC light duty/truck emissions requirements. An optional catalyst can reduce levels to comply with car standards. The 100PS turbocharged engine features a recalculated electronic management system which completely eradicates the diesel smoke 'puff', common during hot starts.

On the road

The launch of the new range allowed members of the press to test drive a selection of vans. Unfortunately there were no long wheelbase models on offer as they are still on the production line at Southampton. I was first offered a 76PS naturally aspirated diesel which had a high-roofed body and a five speed manual gearbox.

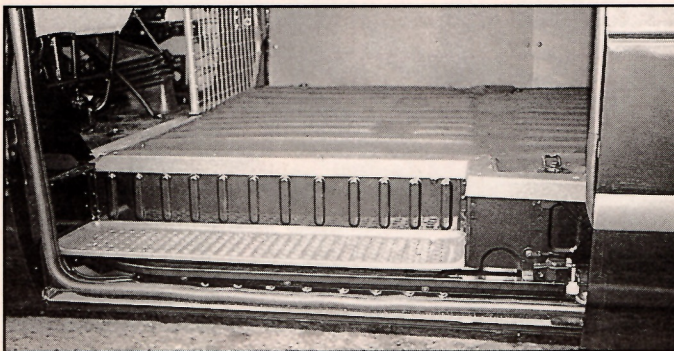
As previously mentioned, the reduced engine noise is a pleasant surprise and driving the vehicle is made easy by the smooth, light gear change. The ratios seemed well spaced and allowed the engine to be kept spinning at a suitable speed to maintain progress on steep inclines. Each of the test vans carried a similar small amount of ballast over the rear axle, but not

enough to simulate a load. The Transit often required shifting down from fifth to fourth and while this was not a problem on the open roads it would become more marked in the guise of a 12 or 14 seat minicoach.

Despite this, progress with the vehicle was sedate and smooth. Power steering takes all the effort out of vehicle control and the ride quality was very comfortable. Ford has found that reducing front tyre pressures from 50psi to between 30-45psi makes a considerable difference in road vibrations being transmitted to the chassis. The reduced pressure is said not to affect tyre wear. Handling and roadholding were also very good. The Transit has always been a surefooted vehicle and the new model is no exception. The high-top version, I found, was a little twitchy in cross winds but on the long wheelbase 190 with twin rear wheels I suspect the effect would cause minimal disturbance to the driver.

Providing that the 76PS model is not overlaid and hurried to the extreme, operators should find it a durable and willing addition to the fleet. For the carriage of more passengers, operators should really opt for the turbo-charged models. These promise more performance and deliver it in no uncertain terms.

The gear and final drive ratios are identical in each of the range and to change from the steady 76 PS model to the 85PS one might not expect too much of a difference. Wrong! The higher powered version is a completely different animal which means business from the word go. The power delivery gives this vehicle a real sense of urgency. It accelerates hard and fast up to and in excess of legal limits and then offers one of the most flexible power bands available. Cruising with the vehicle is a real joy and it seldom requires any more than a single gear reduction to take any



Convertors will be able to make use of the sliding side door facility for vehicle access.

Vehicle Launch

running conditions in its stride. Lower gears appear to be only for life's minor irritations, such as crossroads and red traffic lights.

Another bonus is the revised braking system available on the more powerful models. Ford has added ABS as an option but also revised the disc and pad combination and altered the strength of the activator. This gives improved efficiency with far less effort and more feel for the driver. The brakes are among the most sensitive I have encountered and even on wet roads with very little weight aboard, it was clear that they were highly effective and showed no sign of locking. Such a system inspires confidence in the vehicle, allowing the driver to take advantage of reduced stress and improve the safety of the passengers. Larger rear brake shoes have been added to improve the efficiency of the handbrake.

Security

All new Transits, petrol or diesel, come with a standard Safeguard electronic immobi-



Some of the new range of 1995 Ford Transits.

liser, a passive anti-theft device which prevents the vehicle being started without the correct ignition key being inserted. A minute transponder is embedded in each key and this contains a unique code which has one of a possible 50 billion combinations. Unless the key sends the correct code to the transceiver in the ignition lock it is impossible to start the engine. Even an exact mechanical reproduction of the key is useless without the correct code.

Also available on new models are central and double locking systems. Central locking allows the vehicle to be secured from either of the front or the rear doors. Side loading doors are slave operated and have no vulnerable key barrel of their own. A peri-

meter alarm can be added to the central locking system. This is activated when any tampering occurs with doors, windows, bonnet or the radio/cassette. All locks are shielded by metal plates and rod linkages have been replaced by shrouded cables.

Further security can be obtained by opting for the double locking package. This means that even if potential thieves break in through a window, they are still unable to unlock doors from the inside, reducing the chances of items being stolen.

The last security option offered is dealer fitment of the Tracker vehicle recovery system. Any vehicle reported missing which has Tracker fitted can have its transponder remotely activated and all 51

UK police forces have the necessary equipment to trace the signals. In the United States, stolen vehicles equipped with the device have a claimed 94% recovery rate.

Summary

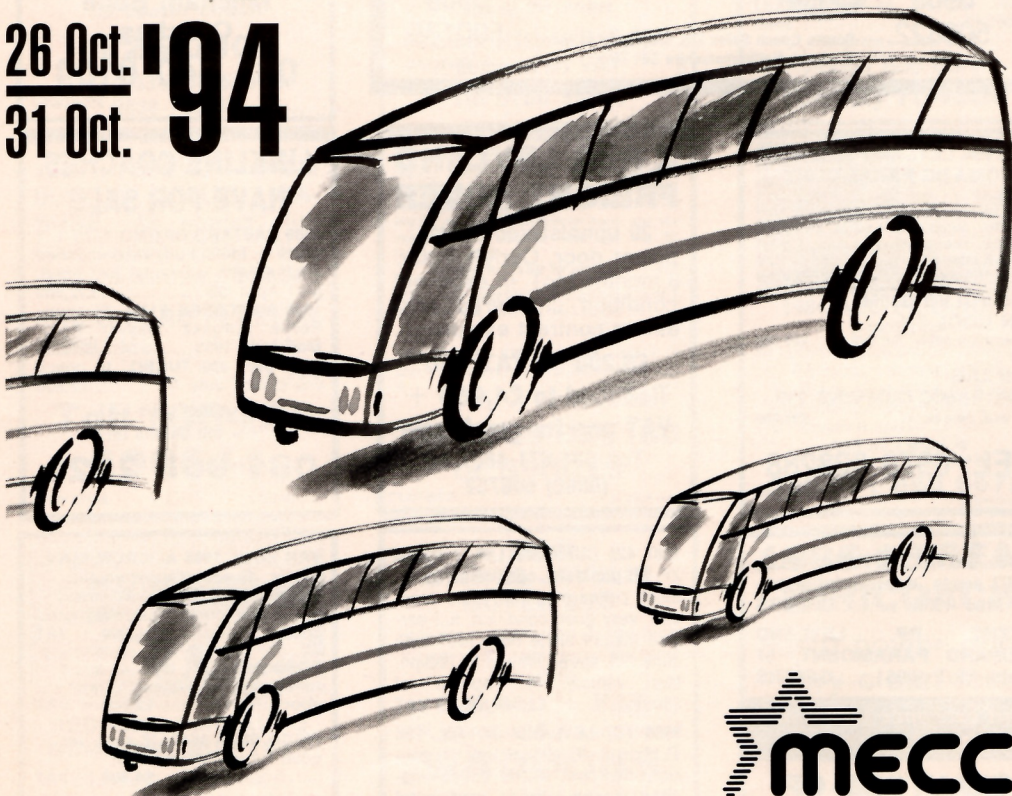
Ford's new Transit has shown that attention to driver and passenger comfort counts for as much as a sensible load carrying capacity. Amalgamating the two elements in the new package gives the company a strong platform on which to defend its market share and to launch a strong attack on the competition. The long and extra long wheelbase versions should be eminently capable of conversion or coachbuilding for capacities of up to 20 passengers and the option of an automatic transmission means that it will be ideally suited to minibus work in congested areas.

The range of new vehicles is an average 1.5% more expensive than the previous Transits but some models have actually fallen in price.

By Martin Cole

AUTOBUS RAI

26 Oct. '94
31 Oct. '94



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MAN 321 replacement engine
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all white **£5,000 ono**

1973 BEDFORD PLAXTON

PJK PANORAMA II,
very good condition, no MoT,
£1,500 or new MoT £1,950

All above plus VAT

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(Shropshire)

273/6021/FC

Scania Coach Sales

**1991 SCANIA K93 PLAXTON 3200 LD — NEW COMFORT
SHIFT GEARBOX, 53R, radio/PA/Cassette, choice of two
1990 SCANIA K113 PLAXTON 3500, new comfort shift
gearbox, 53R, Telma**

**1990 SCANIA K93 VAN HOOL ALIZEE, 52R,
radio/PA/cassette, choice of three, one 51R, with toilet
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SHIFT GEARBOX, 53R, radio/PA/cassette, choice of five
1989 VOLVO B10M DUPLÉ 320, 57 fixed seats,
radio/PA/cassette, choice of two**

**1989 LEYLAND TIGER DUPLÉ 320, 53R, radio/PA/cass
1988 DAF SB2300 DUPLÉ 3R, toilet, drinks machine
1988 DAF SB2300 VAN HOOL ALIZEE DH, 51R, Telma,
drinks machine, fridge, TV/Video**

**1988 DENNIS JAVELIN PLAXTON 3200, 57 seats R/P/C
1988 SCANIA K112 PLAXTON 3500, 51R, Telma, toilet,
fridge, drinks machine, Choice of two**

**1988 SCANIA K112 PLAXTON 3500, 49R, Telma, drinks,
TV/Video, toilet**

**1988 SCANIA K92 VAN HOOL ALIZEE, 55 seats,
radio/PA/cass**

**1987 DAF MB230 PLAXTON 3500, 48R, Telma, toilet,
fridge, drinks machine**

**1987 LEYLAND TIGER DUPLÉ 340, 46R and 4 tables,
Webasto, drinks machine, fridge, TV/Video, toilet**

**1986 DAF MB 230 DUPLÉ 320, 51 seats, toilet,
radio/PA/cassette**

**1986 LEYLAND TIGER DUPLÉ 340, 50R, drinks machine,
fridge, toilet, TV/Video, Webasto**

**1986 SCANIA K92 PLAXTON 3500, 55 seats, CAG,
radio/PA/cassette**

**1985 VOLVO B10M VAN ~~SOLD~~ ALIZEE, 49/53R, toilet,
radio/PA/cassette**

**1984 BEDFORD YNT DUPLÉ LASER, 53 fixed seats,
radio/PA/cassette**

1984 MCW INTEGRAL, 51R, radio/cassette

**1984 DAF MB200 LAG GALAXY, 49R, rear toilet,
radio/P/C**

PHONE:

0909

500822



SCANIA

FAX:

0909

500165

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273/151/FC

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410 16 face forward Lux

609 24 coach spec

711 24 coach spec

709 29 coach spec

814 33 coach spec
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811 33 + 12 Service bus

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First registered 09/05/89, 24 seat
M-2-M coach conversion, MoT'd
until 03/11/94, white exterior,
unmarked grey interior,
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£16,500 + VAT ono

**Mitcham Belle
Coaches**

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2 x 1990 LEYLAND TIGER 290 AUTOMATIC PARAMOUNT

3500
51/53 reclining seats, arm rests,
radio/PA, demountable toilet, wired for
TV/video, rear continental door, 1 grey,
1 brown interior

£79,000 each

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VAN HOOL SH

51 reclining seats, full exe

£89,000

1989 LAG

PANORAMIC-CUMMINS 290

Full exe, new ticket

£85,000

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273/6237/FC

E REG LEYLAND FREIGHT ROVER

20 upholstered seats,
power door, Carlyle body,
8 months MoT, in excellent
condition, unlettered, sale
due to contract expansion.

£5,200 + VAT ono

**Reduced to £4,950 +
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**1989 CAETANO OPTIMO 1, 20 + 1
seats + table. Fully reconditioned
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MoT April '95 **£22,500**
1989 MERCEDES 811D, 33 seats,
Reeve Burgess, Beaver Body,
MoT June 1995 **£25,000**
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seats, MoT July '95 **£7,500****

All prices plus VAT

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273/6216/FC

**1984 BOVA FUTURA FLD,
51/53 seats, demountable toi-
let, MoT 1995 OFFERS**

**1977/83 PP LEYLAND
LEOPARD PARAMOUNT, 57
seats, MoT 1995 OFFERS**

*Part exchange with older
coaches welcomed*

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LEICESTER LTD**

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For further details

273/6199/FC

**1987 425 CUMMINS L10, 7 speed
ZF, 55 recliners, continental door,
toilet, coffee machine, radio cass-
ette, very good condition, full ser-
vice history since new. MoT 26th
June '95, speed limited to 100kph,
this vehicle is capable of
18mpg **£46,500 + VAT****

**1985 (C) LEYLAND DOYAN, 260
TL11 hyd, 49/53 recliners + cou-
rier, demount toilet, coffee ma-
chine, double glazing, continental
door, radio, new MoT
..... **£32,500 + VAT****

Tel: 081-472 5954

273/6150/FC

**VAN HOOL 1985 ALICRON, MAN
Power, 49 seat, recent engine
overhaul, new clutch, TV/video,
hot drinks, bunk, toilet, very good
condition **£35,000 + VAT****

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recent test, very clean, power
door **£2,500 + VAT****

**IVECO BEJA 1985, 18 seat, very
good runner, power door
..... **£4,500 + VAT****

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840350**

(Scotland)

273/6197/FC

FORECOURT

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 1981 VOLVO B58, 57 seats, radio/PA, good condition, MoT 13.2.95.....**£18,000**
 1981 DAF ALPHA, 51 seats, 12 months MoT.....**£12,000**
 1978 MERCEDES, 45 seats, MoT 12.6.95.....**£4,000**
 1986 FREIGHT ROVER, 21 seats, boot, MoT 17.3.95.....**£3,500**
 1987 (NEW SHAPE) TRANSIT, 16 + 5, MoT 12.4.95.....**£6,000**
 1986 TRANSIT, 16 seats, power door, 12 months MoT.....**£3,500**
 1993 TALBOT EXPRESS, 14 seats, MoT 7.3.95.....**POA**
 1988 BEDFORD MIDI, 13 seats, MoT 28.7.95.....**£3,000**
 1988 FREIGHT ROVER, 12 seats, MoT 10.7.95.....**£3,500**
 1969 BEDFORD J2 PLAXTON, 20 seats, MoT 10.2.95.....**POA**
 1969 BEDFORD J2 PLAXTON, 20 seats, no MoT.....**POA**
 1991 MOBILE VEHICLE LIFTS 24 TON.....**POA**

All plus VAT
For sale due to loss of contracts
Tel: 091-386 2503
anytime 273/6193/FC

1982 VOLVO DUPE B10M, 53 seats, plug door — rear continental door, radio cassette, PA, ABS, wheel trims, MoT till 30/6/95, complete interior retrim in April 1993 and is in excellent condition.....**£22,750 + VAT**
 1985 LEYLAND ROYAL TIGER, 28 seater full executive including 3 TV monitors + video, multi play CD + radio cassette, centre kitchen area with coffee machine, centre sunken toilet, 4 tables in front saloon, lounge area at rear, fully carpeted, blinds to side windows, wheeltrims, chrome air horns. MoT till 31.8.95. This coach has to be seen to be appreciated **£24,750 + VAT**
 1989 LEYLAND TIGER DUPE 340, Cummins engine, ZF 6 speed gearbox, 53 reclining seats, offside rear sunken toilet, continental door, radio + PA, wheel discs, MoT till 1.11.94. Can retest if required.....**£49,750 ONO + VAT**

Above vehicles for sale due to fleet reorganisation.

Phone Andy James
0666 505585 273/6257/FC

C REG '86 FREIGHT ROVER

16 seats, high roof, display curtains, full trim, taxed to Dec '94, MoT Aug '95

£3,000 + VAT

F REG 92 FREIGHT ROVER

16 seats, low roof, taxed to Sept '94, MoT to March '95

£3,500 + VAT

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Wheelchair accessible coach

77 chassis, semi auto, private plate, fitted side 300 kgm lift, 45 seats, 5 with restraints, extensively refurbished, converted to high standard, re-certified 1990, maintained to the highest standard, no expense spared, nearly new tyres, PSV till Sept '95, completely reliable and ready to earn, very rare coach, early viewing recommended

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One table, curtains, large boot, low mileage, original, service history

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Special price this week
only £19,500 ono

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75 seats, toilet, fridge, running water, drivers bunk, wired for TV, video, 8 speed, V8 Merc, MoT April '95

Would p/x for
30 seater coach

£25,000

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White, Peugeot 2.5 diesel engine, 16 high back moquette seats, power door, Jubilee conversion, COIF & PSV'd till April '95

**Very unusual interior —
 must be seen**

Nearest offer to £10,000
secures no VAT
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1993 (K) SCANIA K113, PLAXTON PREMIERE 350, 49 seats, executive spec, excellent condition.....**£109,000.00**
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 1987 (D) DAF CAETANO, 53 recliners + courier.....**£32,500.00**
 1986 (C) PLAXTON/NEOPLAN 4000, 71 seater Executive.....**£43,000.00**
 1974 (M) LEYLAND LEOPARD/ALEXANDER, 53 + 24 standees.....**£1,750.00**

All prices plus VAT

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(0602) 784088 273/6317/FC

1975 BEDFORD YRT PLAXTON, MoT Feb 95, ideal contract vehicle

MCW METROLINER COACH, 80 seats, good condition, MoT 4/95 **POA**

Tel: 0903 261554
(Worthing) 273/6318/FC

1987 VOLVO B10M IKARUS BLUE DANUBE, 49 seater, full exec spec, MoT Nov '95.....**£50,000**

R REG FORD PLAXTON SUPREME, tested 5/95.....**£2,500**

Tel: (0642)
606644 273/6321/FC

LATE 1987 TOYOTA CAETANO OPTIMO 1, 6 cylinder turbo, 19 seats & 1 crew seat, tinted glass, curtains, brown carpet in centre aisle, beige seats, magazine nets, newly rebuilt engine, new turbo, new injector pump, and new injectors, radio cassette. Tested till Aug '95. New clutch fitted
 **Reduced to £19,500 for quick sale + VAT**

1979 T REG BEDFORD PJK 330 DUPE DOM 1, 29 seater, nice condition, MoT till Dec 94.....**£3,500 + VAT**

1980 BEDFORD PJK 330 DUPE DOM 1, 29 seater Blue interior, nice runner, tested till April 95.....**£3,750 + VAT**

Tel: 0689 826166
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1984 AEC BERKHOFF ESPRITE

49 recliners plus courier, cool box, PA/radio, cassette, wired TV/Video, plug door, new test, side lockers, drives like a new coach 6 speed ZF box.

And all I want is

£12,000 + VAT for it

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BEDFORD YMQ AUTO DOMINANT BUS 1981

50 seats, resprayed cream, tested July '95
£5,950 no offers

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Full air suspension, large side lockers, 53 recliners, painted all white.

£45,000 + VAT

H.P. possible. P/X considered

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1985 18 SEAT MINICOACH

60-10 power door, very clean test, Aug '95, used daily

£5,250 + VAT

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640814 273/6263/FC

1989 CAETANO OPTIMO

19 seater + courier, 1 table, six cylinder engine, all white, nice interior.

£19,650

1988 DUPE 425

all white, 53 seater + toilet, coffee machine, video

£48,900

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Reliance Greenline Brake Shoe
£18 each

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AEC

New ticket, good
condition

£6,500 ono + VAT

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Evenings 218213
Scotland 273/6240/AE

1977 AEC RELIANCE DOMINANT
II, 57 seats, radio, P/A, cassette,
good condition, no MoT but test-
able. £3,000 + VAT Tel: 051 430
9750 273/6024/AE

1976 AEC

53 seater Paramount,
IV Front Paramount, six
rear, MoT, ready to work.
Surplus to requirements

Ask for Steve
0622 891520
273/6309/AE

79 AEC 760, ZF box, Plaxton Su-
preme IV, 53 seats, MoT Jan '95,
licensed, above average condi-
tion, ready to work Reasonable of-
fers considered. HMC 0482 899121
or 899683 273/6028/AE

BEDFORD

1977 BEDFORD DUPLÉ DOMI-
NANT II, 49 seats, new test, fitted
with Cummins engine, good over
all condition, £3,950 + VAT. Tel:
0789 764401. 273/6936/BED

35 SEATER 1984 BEDFORD PARAMOUNT

MoT Feb 95.
Excellent Condition

£22,000 + VAT
(0822) 833636
273/6774/BED

1980 BEDFORD PLAXTON SU-
PREME IV, 53 seater, long MoT,
choice of 2 £5,500 + VAT each.
Tel: 0488 57107 (eve). 273/6183/BED

BEDFORD

1975 PJK SUPREME, 29 seater,
new MoT, white, unlettered.
£2,800 + VAT. 1978 PJK SU-
PREME, 29 seater in daily use.
£3,500 + VAT. Tel: 0375 673169
(Essex). 273/6142/BED

1976 BEDFORD CAETANO, 53
seats, new MoT, fitted with Cum-
mins engine, good over all condi-
tion, £3,250 + VAT. Tel: 0789
764401. 273/6935/BED

BEDFORD 500 DOMINANT DUPLÉ
I, 53 seater coach, taxed and
MoT'd Jan '95, in very good condi-
tion ready for work. £2,300 ono +
VAT Tel: 081 859 4138 273/6190/BED

1984 BEDFORD YNT PARAMOUNT 3200

53 seats, power door, single
plate clutch, owned by us from
new, MoT Jan '95, first class
condition

£15,950 + VAT
Chase Coaches Ltd
0543 686931 (Staffs)
273/6306/BED

1979 BEDFORD, 53 seater, Plax-
ton Mark IV, vgc, MoT till Sept 95,
£3,650. Ivan Thomas 081 397
4276. 273/6194/BED

BEDFORD DOMINANT, 1975 YRT
466 engine, in daily use, test July
95, 45 seater, drives well, £2,250
+ VAT. Tel: 0249 821821 273/6319/BED

1987 BEDFORD YNV ALGARVE,
53 seats, curtains, armrests, re-
cent engine overhaul, new injector
pump and turbo, new test £26,000
ono + VAT Tel: 0865 340985
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BAKERS DOLPHIN, WESTON-SUPER-MARE

Due to loss of contracts, we offer:

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1981 YMT SUPREME,
53 seater, MoT March '95
£5,950 + VAT

1979 YMT SUPREME,
53 seater, MoT Oct '94
£3,950 + VAT

1977 YMT DUPLÉ,
53 seater, MoT Oct '94
£2,950 + VAT

Tel: (0934)
635333 273/6312/BED

1978 YLQ PLAXTON SUPREME, 45
seats, air door, MoT Aug '95,
taxed £3,600 ono Tel: 0621 891959
(Essex) 273/6326/BED

1978 BEDFORD YMT, PLAXTON
SUPREME, 53 retrimmed seats,
express doors, MoT March '95,
Michelines all round, loss of con-
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1982, 31 seats, 7ft 6in wide, MoT
June '95, excellent condition
throughout. Car or light commercial
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Astons 0952 811285 (Newport)
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ROYLES COACHES

BOVA CALYPSO 1984

MoT May 95, 53 seats refitted,
not retrimmed 18 months ago,
owner driver the last 4 years,
beautiful condition. Many new
parts fitted — too many to list

£24,995

Tel: 0702 546294
0831 817796 273/6025/BV

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1978 BRISTOL LHS PLAXTON SU-
PREME, 33 seats, power door. Of-
fers. Tel: 0745 582629. 273/6149/BR

CAETANO

1986 IVECO VIANA

22 seater, choice of 2,
new test

£11,500 + VAT

Tel: 01234
359763/352547
273/6211/CA

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FOR SALE

1987 DAF BERKHOF ECLIPSE

76 seat, executive double
decker, TV, video, toilet and
kitchen, MoT April '95

£54,000

Telephone:

(0522) 690020
273/6239/DA

1986 DAF MB200 DKFL DUPLÉ
LAZER II, 53 recliners or 51 rec-
liners with drinks machine and
fridge. Curtains, Telma, re-
trimmed May. 1st class condition,
used only on tours + private hire.
£32,500 ono. Tel: 0742 872622.
273/6208/DA

1982 — DAF JONCKHEE-
RE BERMUDA, 49 rec-
liners + courier seats,
recon engine 3 months
ago, 6 speed splitter gear-
box, toilet, wired for TV/vi-
deo. Tested Dec '94. VGC

TEL: (0349)
877296/877491
(SCOTLAND)
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DODGE 50 D REG 1987, power
door, automatic gearbox, diesel,
25 seater, twin axle, tested till July
'95, taxed £4,000 + VAT Tel: 0745
822400 Ex 25 273/6251/DO

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1981/2 X REG LEYLAND ATLANTEANS

Roe 74 seat 1-door bodies,
various tickets up to 6/95

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273/6329/DD

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Due to new vehicles arriving,
we offer for sale:

1992 FEBRUARY DENNIS JAVELIN
PLAXTON 3200, 57 seater,
radio/PA, curtains, MoT Feb
'95 £79,500 + VAT

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PLAXTON 3200, 53 reclining seats,
radio/PA, curtains, new
MoT £49,950 + VAT

Tel: (0934)
635333
273/6313/DE

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DUPLÉ 425, F reg, centre toilet,
TV, video, PA, 53 seats, radio, hot
water, private plates, taxed &
tested, good runner, good looker
£49,500 ono P/X considered Tel:
0772 740022 273/6032/DU

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1983 FORD DOMINANT III

53 seats, new tyres,
white unlettered, MoT
November 94. Will
re-test. Tidy inside
and out

£9850 + VAT ono
TEL: (0272) 784907
273/6932/FO

FORD

1980 FORD, 53 seater Plaxton tinted windows, with 53 recliners. £4,000 + VAT. Tel: 031 440 1013
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FORD 53 SEATER DUPEL COACH

1981
Full MoT
Recent Repaint
New Tyres
Ideal Contract Coach
Offers Around £5,000 plus VAT
Telephone Bill Devlin
on 0224 591381

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273/6330/FR

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1981/82 (X REG) LEYLAND LEOPARDS

Willowbrook express bodies
Reseated with 49 retrimmed
Duple coach seats
Just withdrawn from service
Full service history available
All tested - some till June/July 1995
Wheels and tyres included

Choice of 7
£9,750 each + VAT
OK TRAVEL
0388 450000

273/6779/LE

1982 LEYLAND TIGER COACH DUPEL DOMINANT IV

49 seater, tested till Nov '94, one owner from new

Offers invited to:

Geraint Pritchard
Tel: 051-254 1254

273/6218/LE

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273/6256/LE

86 LEYLAND TIGER, Manual Duple Caribbean II, full executive spec, all new Michelin TX tyres fitted, unlettered, MoT Oct '95. Licensed

..... Reasonable offers considered

80 LEYLAND LEOPARD, Semi-auto Plaxton Supreme IV, 53 seats, MoT Feb '95, express door, tints, curtains, engine and gearbox rebuilt '93, unlettered

..... Reasonable offers considered

78 LEYLAND LEOPARD, Semi-auto Plaxton Supreme IV, 57 seats, 12 metre, MoT March '95, taxed

..... Reasonable offers considered

All these vehicles are very clean and tidy

JOHNSON (0482)
899121 or 899683

273/6027/LE

LEYLAND DAF MOSELEY ALPHA BODY 1983, 48 seater Exec I, courier seat, toilet, fridge, drinks machine, TV, video, MoT May '95 £10,000 + VAT Tel: 0909 773188
273/6330/LE

LEYLAND

83/86 LEYLAND TIGER PLAXTON 3500

49 seater executive
Choice of 6.
P/X possible £20,000 - to £30,000 + VAT each
Or will swap for 88/94 Volvo's
Cash adjustment, HP settled.
Rennies of Dunfermline
0383 620600
Fax: 0383 620624
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1980 LEYLAND LEOPARDS

Fitted Plaxton coach bodies, power doors, full O.P.O. 51 bus seats, good tickets.

£9,000 + VAT
ENSIGN BUS AND
COACH SALES
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273/6328/LE

LAG

1987 LAG PANORAMIC

11.6 DAF engine full spec, 49 recliners, toilet, bunk, video, TV, boiler, Telma etc. Excellent Condition. Sold with new MoT

£49,500 plus VAT
B58 or Leopard Plaxton
53/57 PD. considered in
Part X. (0822) 833636
273/6777/LAG

MERCEDES

1990 811 TURBO

29 coach seats, curtains, power door, large boot, MoT June 95, taxed Dec 94

£26,000 + VAT OVNO
(Consider small minibus in p/x)
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0492 650577 (Eve)
273/6943/ME

MERCEDES 508D, 19 seats, very clean inside and out, new PSV test. £2,000 + VAT

Would part-ex for 608D bus with power door and pay difference.

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273/6310/ME

MERCEDES 16-33 SEATS in stock now, we have both coach spec and some service buses also auto, manual and Telma, very early delivery. Blythwood Motors 041 221 3165.
273/6335/ME

1990 (H Reg)

MERCEDES 811

23 seats, Europa conversion, white, individual reading lights, air blowers, large luggage compartment

Excellent condition
1 year's MoT

Best over £20,000 + VAT
Tel: (0992) 501337

NEW MERCEDES 410, with 16 face forward seats, racks, with belts, radio/cassette, 7 days delivery, part ex welcome, also with all removable seats, underfloor tail-lift, 5 wheelchairs. In stock. Blythwood Motors 041 221 3165.

MINICOACH



the KINGS FERRY

of Gillingham

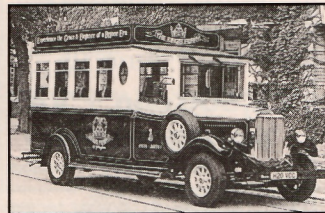
1991 FORD ASQUITH REPLICA MODEL T FORD

11 leather button seats, fully carpeted, finished with Walnut veneer, radio cassette.

New MoT, this miniature coach is in mint condition having covered only 23,850 miles from new.

Would consider p/x for late Optimo

Call Peter O'Neill on 0634 377577
273/6250/MC



NEOPLAN

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1990 G SCANIA K113 PLAXTON PARAMOUNT 3500, 49 recliners, double glazed, radio P/A cassette, toilet

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USED VOLVO

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1988 (F) DAF SB 3000 CAETANO ALGARVE, 49/53 reclining seats, demountable toilet, continental door, wired for TV & video, water boiler. Interior — autumn tint; Exterior — white. MoT September 1994.

1988 DAF DKFL PLAXTON PARAMOUNT 3500, 49 reclining seats, continental door, driver's bunk, Webasto heating. Interior — grey; Exterior — pink/white, MoT December 1994

1988 TOYOTA OPTIMO, 21 seats, power door. Interior — red; Exterior — white/blue

1987 DAF SB 2300 DUPLÉ 340, 53 retrimmed seats, centre toilet, continental door. Interior — grey/red; Exterior — red/grey

1987 LEYLAND TIGER 260 PLAXTON PARAMOUNT 3200, 53 reclining seats, power door. Interior — red; Exterior — white/blue. MoT February 1995.

1987 FORD TRANSIT, 14 seats. Interior — grey; Exterior — white.

1987 BOVA FUTURA FHD, 49/53 reclining seats, demountable centre sunken toilet, continental door, double glazed side windows. Interior — red; Exterior — white. MoT March 1995

1986 BEDFORD YNV 12MTR DUPLÉ 320, 57 seats, power operated entrance door. Interior — grey/red; Exterior — white/red

1986 FREIGHT ROVER, 16 seats, power door. Interior — black; Exterior — white. MoT August 1995

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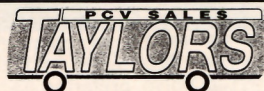
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1988 E TALBOT 2.5 Di, 12 seat, slide door, radio, white exterior, MoT Dec 94

1987 D FREIGHT ROVER 2.5, Scotts conversion, 16 seat luxury, minicoach, MoT Sept '94

1986 C MERCEDES 307D REEVE BURGESS, 12 seat minicoach, luxury spec, white exterior

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1977 R AEC PLAXTON SUPREME, Paramount front, 50 reclining seats, power door, MoT Oct '94

1974 M Reg LEYLAND NATIONAL, 49 seats, 24 standees, single door MoT July '95

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89 MAZDA, 14 seat, PSV, tested.
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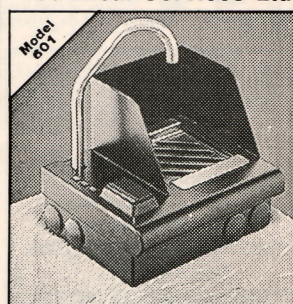
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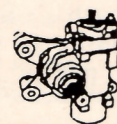
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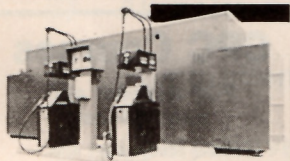
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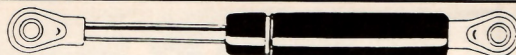
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





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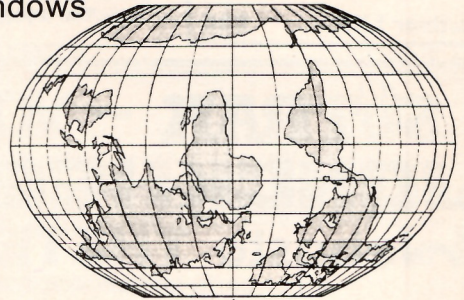
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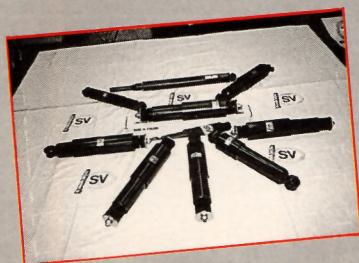


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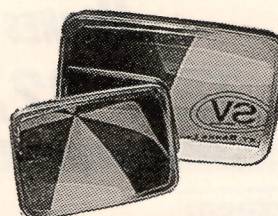
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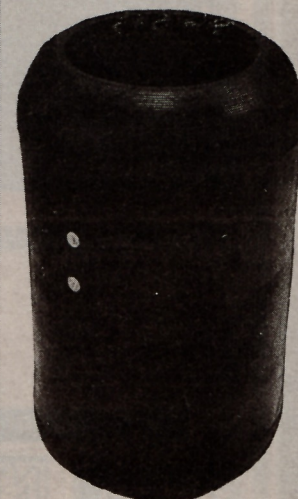
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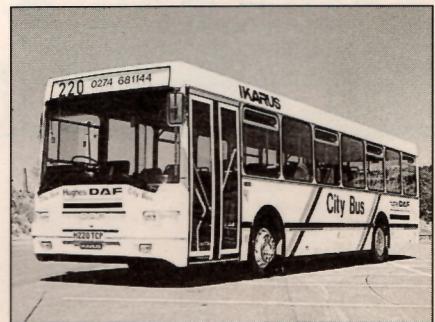
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